UPPER TERRA NOVA FISHWAY ACCESS ROAD

ENVIRONMENTAL ASSESSMENT REGISTRATION

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TABLE OF CONTENTS

1.0 The Undertaking 3

2.0 Description of the Undertaking 3
- 2.1 Geographical Location 3
- 2.2 Physical Features 3
- 2.3 Construction 4
- 2.4 Operation 5
- 2.5 Occupation 5
- 2.6 Project Related Documents 5

3.0 Approval of the Undertaking 6

4.0 Schedule 8

5.0 Funding 8

LIST OF APPENDICES

Appendix A Site Plan

Appendix B Typical Access Road Section

Appendix C Photographs

NAME OF THE UNDERTAKING:

Upper Terra Nova Fishway Access Road

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1.0 THE UNDERTAKING

The Department of Fisheries & Oceans operates and maintains a fishway and associated structures located on the upper portion of Terra Nova River. This facility has been in operation for a number of years providing adult salmon a passageway to under-utilized spawning areas on the river and improving in-stream survival rates. DFO is contemplating rehabilitation of the fishway structure and in order to facilitate the project is proposing the reconstruction of a 5.5 km access road from Route 301 to the site.

This access road will be used during the reconstruction of the facility to transport workers, equipment and materials to and from the site. Subsequent to project completion, the road will be used by DFO employees periodically for facility maintenance and operational procedures.

2.0 DESCRIPTION OF UNDERTAKING

2.1 Geographical Location

The proposed access road will intersect Route 301 which is the main road to the town of Terra Nova approximately 1.5 km east of the town. At the present time, there is an existing road exiting this location and extending 800 m to a sand borrow pit. The proposed access road will continue from this existing road in a northeast direction for a distance of approximately 4.5 km to the fishway structure on the river (see attached Site Plan, Appendix A).

The access road route will be adjacent to the river system and will maintain a minimum separation distance to the rivers edge of 75 m.

2.2 Physical Features

The undertaking will essentially consist of the upgrading of 800 m of existing road and the construction of an additional 4.5 km of new road that will be built to the standards of a Class ‘D’ resource road as classified by the Provincial Department of Forest Resources and Agrifoods. A typical road section is shown in Appendix ‘B’ which indicates the basic road design that will be followed during construction.

The access road route was selected based on the location of stream crossings, avoiding wetland areas, and limiting the amount of tree removal required.

There are five streams located along the proposed route where culverts will be used to provide access. These crossings will undergo thorough hydraulic and hydrologic analysis to design the appropriate culvert installation that will avoid adverse environmental impact on the upstream and downstream areas adjacent to the crossing.

The project site is located in the Central Newfoundland ecoregion which is a maritime influenced ecoregion covering the north-central part of Newfoundland. The ecoregion is marked by cool summers and short, cold winters. It is the most continental part of the island.

This ecoregion is classified as having a maritime mid-boreal ecoclimate. Its forests are dominated by closed, intermediate to low stands of balsam fir and black spruce on steep, moist, upland slopes. Paper birch, aspen, and black spruce are typical of disturbed sites. Drier sites are characterized by woodlands of black spruce, kalmia heath and lichens. Dwarf, open stands of black spruce and tamarack with ericaceous shrubs are found on raised domed bogs.

This ecosystem is composed of a mixture of crystalline Palaeozoic strata. Where stream erosion has cut deeply, the uplands are rugged and rocky but elsewhere they present a rolling terrain of low relief. The surface of the uplands is dominated by hummocky to ridged sandy morainal deposits with slopes that range from 5 to 30%.

Characteristic wildlife includes moose, lynx, black bear, red fox and caribou with a re-introduced population of Newfoundland martin found slightly to the north of the proposed project. The range of the martin may include the access road footprint but the population density is such that the road development would not affect the species.

2.3 Construction

The proponent anticipates construction of the access road to begin in early July, 2006 and be completed by early September, 2006. This schedule, however, would be dependent on obtaining all the necessary approvals from the various regulatory bodies. Construction involving stream crossings and general environmental protection would be favourable during this time of year with low rain fall and flow rates.

As with any construction project, there are always potential sources of pollutants to the environment. The two main potential sources of pollutants for this project are possible siltation of the stream and river and spillage and/or leakage of fuel and oil from construction equipment. With respect to siltation, every precaution shall be taken during construction with the installation of silt screens, construction of sedimentation basins and pumping of silted waters when required. The contractor's construction activities and procedures will be closely monitored by the proponents representative on site to ensure compliance with project specifications and Provincial Environment regulations, thus keeping any siltation to an acceptable level. The potential for fuel or oil spillage will be minimized by having specific requirements in the project contract with respect to fuel storage and usage, equipment refueling location, waste material and product disposal, oil spill and clean-up guidelines and regular inspections of heavy equipment on site.

Where removal of tree cover is required, all useful wood will be salvaged and under no circumstances will wood debris or slash be dumped into or near streams or a body of water.

All topsoil or organically rich soils which are stripped during construction will be stored on site and protected from erosion for subsequent use to help revegetate disturbed areas. To reduce the exposure of erodible soils, appropriate scheduling will be in place so that grubbing, stripping and excavation will be quickly followed with the remainder of construction work. All infilling, compaction, grading and surfacing will be completed immediately following to stabilize and protect exposed soils.

Dust levels generated during construction will be monitored to ensure that control measures are taken if there is potential for negative impact on streams, the river or surrounding wetland habitat. Only safe methods of dust control will be allowed such as water or wood chips as opposed to calcium chlorite and oil based suppressants.

2.4 Operation

At the present time, the fishway facility is remote and only accessible by helicopter or by boat and a walking trail. The proposed access road would be used by Department of Fisheries & Oceans personnel for seasonal monitoring and maintenance programs at the site and provide better access to monitor illegal activity on the river.

The access road will also be used for a short period of time to facilitate the movement of equipment and materials to the site during a future reconstruction of the fishway.

2.5 Occupation

The workforce for this undertaking is estimated, but not limited to the following:

1. 1 – engineering site representative;
2. 1 – construction superintendent;
3. 1 – surveyor;
4. 2 – general labourers;
5. 4 – heavy equipment operators.

2.6 Project Related Documents

To date, there are no generated project documents related to the access road.

3.0 APPROVAL OF THE UNDERTAKING

Prior to construction of the access road, approval from the following regulatory bodies may be required:

Permit, Authorization & Approval	Governing Body
FEDERAL	
Transportation of dangerous goods	Transport Canada
Authorization for works or Undertakings Affecting Fish and Fish Habitat	Department of Fisheries and Oceans
Permit for Construction Within Navigable Waters	Transport Canada
Notification to Handle or Transport Dangerous Goods	Transport Canada
Completion by DFO of a Federal Environmental Assessment	Canadian Environmental Assessment Agency

PROVINCIAL	
Release from the Environmental Assessment Process	Government of Newfoundland & Labrador Department of Environment and Labour, Environmental Assessment Division
Certificate of Environmental Approval for any alteration to a water body	Government of Newfoundland & Labrador Department of Environment and Labour, Water Resources Division
Water Use Authorizaton	Government of Newfoundland & Labrador Department of Environment and Labour, Water Resources Division
Permit for Access off any Highway	Government of Newfoundland & Labrador Department of Works, Services & Transportation Transportation Regulation Enforcement
Authorization to Handle or Transport Dangerous Goods	Government of Newfoundland & Labrador Department of Works, Services & Transportation Transportation Regulation Enforcement
Borrow and Quarry Permit	Government of Newfoundland & Labrador Department of Mines & Energy Mineral Lands Division
Authorization to Control Nuisance Animals	Government of Newfoundland & Labrador Department of Forest Resources and Agrifoods Wildlife Division

Permit, Authorization & Approval	Governing Body
Permit to Burn	Government of Newfoundland & Labrador Department of Forest, Resources and Agrifoods, Forest Fire Protection
Commercial Cutting Permit	Government of Newfoundland & Labrador Department of Forest, Resources and Agrifoods, Newfoundland Forest Services
Operating Permit	Government of Newfoundland & Labrador Department of Forest, Resources and Agrifoods, Newfoundland Forest Services
Certificate for Approval for Storage and Handling of Gasoline and Associated Products as per Fire Protection Act and GAP Regulations	Government of Newfoundland & Labrador Department of Government Services and Lands, Operations Division
Certificate of Environmental Approval to establish, alter, enlarge or extend a waste management or a waste disposal site or incinerate as per Waste Material Disposal Act.	Government of Newfoundland & Labrador Department of Government Services and Lands, Operations Division
Permit in Accordance with Urban and Rural Planning Act for access onto a Protected Road.	Government of Newfoundland & Labrador Department of Government Services and Lands, Operations Division
Permit for Flammable and Combustible Liquid Storage and Dispensing and for Bulk Storage.	Government of Newfoundland & Labrador Department of Government Services and Lands, Engineering Services
License of Occupation to Occupy Crown Land	Government of Newfoundland & Labrador Department of Government Services and Lands, Customer Services
MUNICIPAL	
Approval for Waste Disposal	Town/Community Council

4.0 SCHEDULE

The ideal time for construction of the access road would be during the lowest rainfall and flow rates, which is normally from July to September, 2006. The project has to go through the environmental assessment process, final design, design approval, tender call/award of contract and mobilization. Based on this, it is projected that the earliest start date for the project would be the second week in July and it is anticipated that construction will take four to five weeks.

5.0 FUNDING

Funding for the project is through the proponent's department of Fisheries and Oceans Canada.

APPENDIX A

SITE PLAN

APPENDIX B

TYPICAL ACCESS ROAD SECTION

APPENDIX C

PHOTOGRAPHS